COAST PILOT CORRECTIONS

COAST PILOT 1 35 Ed 2005 Change No. 6
LAST NM 26/05

Page 98—Portion of Table 161.35(c); read:

Designator	Geographic name	Geographic description	Latitude/Longitude	Notes
6	Exxon	Baytown Bend	29°43.5'N, 95°01.4'W	
7	Lynchburg	Ferry Crossing	29°45.8'N, 95°04.8'W	
8	Shell Oil	Boggy Bayou	29°44.1'N, 95°08.0'W	
9	Greens Bayou	Greens Bayou	29°44.8'N, 95°10.1'W	
10	Hess Turning Basin	Hunting Bayou Turning Basin	29°44.3'N, 95°12.1'W	
11	Lyondell Turning Basin	Sims Bayou Turning Basin	29°43.2'N, 95°14.4'W	
12	I-610 Bridge	I-610 Bridge	29°43.5'N, 95°16.0'W	
13	Houston Turning Basin	Buffalo Bayou	29°45.0'N, 95°17.4'W	

(33 CFR 161.35) 27/05

Page 177—Paragraph 5, lines 6 to 7; read:
mark for Grand Manan Channel.
(NOS 13325) 27/05

Page 203—Paragraph 108, lines 3 to 4; read:
that extend from Dram Island and Preble Island. The entrance ...
(21/05 CG1; LL/05) 27/05

Page 213—Paragraph 251, lines 9 to 13; read:
in and out of Mackerel Cove. Submerged rocks, covered 7 to 11 feet, are near the approach to the ferry pier, southwest of Fir Point. The rocks are marked by a buoy on the west side.
(FE 407; NOS 13313; LL/05) 27/05

Page 213—Paragraph 255, lines 1 to 6; read:
Anchorage can be found in Mackerel Cove between Fir Point Ledge Buoy 3 and the buoy off Crow Island in depths of 24 to 32 feet. Care must be taken to give the eastern shore a berth of 300 yards. Another good berth is between Fir Point Ledge Buoy 3 and a bare ledge 0.3 ...
(FE 407; NOS 13313; LL/05) 27/05

Page 213—Paragraph 256, lines 7 to 8; read:
181° so as to pass westward of Fir Point Ledge Buoy 3.
(FE 407; NOS 13313; LL/05) 27/05

Page 257—Paragraph 504, lines 1 to 2; read:
An unmarked 16-foot spot is about 0.3 mile southeast of Squaw Head. **Fort Point Ledge**, ...
(H 10867; NOS 13309) 27/05

Page 301—Paragraph 588, lines 9 to 12; read:
the channel is State maintained. In November-December 2003, the controlling depth was 5.3 feet (7.2 feet at midchannel) from Buoy 4 to Buoy 18, thence 6.6 feet at midchannel to the basin, with depths of 2.6 to 6 feet available in the basin. In September ...
(BPs 185369-72; CL 206/05) 27/05

Page 302—Paragraph 605, line 7; read:
covered 4 feet and is marked on its eastern side ...
(H 10963; NOS 13290) 27/05

Page 302—Paragraph 606, line 3; read:
by daybeacons. A 12-foot spot, about 700 yards westward ...
(H 10963) 27/05

Page 344—Paragraph 461; strike out.
(CL 395/05) 27/05

COAST PILOT 1 35 Ed 2005 Change No. 7

Page 226—Paragraph 48, lines 5 to 6; read:
side. **The Triangles**, 0.4 mile northeastward of Pumpkin ...
(40/00 CG1; LL/05) 27/05

Page 233—Paragraph 126, line 5; read:
Penobscot Bay Lighted Buoy WP (43°55'50"N., 68°53'07"W.); this ...
(14/02 CG1; LL/05; NOS 13302) 27/05

Page 234—Paragraph 145, line 7; read:
West Black Ledge, 13 feet high, and **East Black Ledge**, ...
(NOS 13303) 27/05

COAST PILOT 1 (Continued)

Page 234—Paragraph 146, line 1; read:
Mackerel Ledge, 700 yards northward of East ...
(NOS 13303) 27/05

Page 234—Paragraph 146, line 4; read:
East Black Ledge. **Greens Ledge**, covered 34 feet, is ...
(NOS 13303) 27/05

Page 235—Paragraph 160, line 2; read:
northward of No Mans Land. A gong buoy is southwest of ...
(52/01 CG1; LL/05) 27/05

Page 242—Paragraph 272, lines 1 to 2; read:
Carvers Harbor Entrance Light 2 (44°02'03"N., 68°50'37"W.), 19 feet above the water and shown from an ...
(35/02 CG1; LL/05) 27/05

Page 244—Paragraph 295, line 4; read:
and south-southwest of the rock. There is a bell ...
(01/01 CG1; LL/05) 27/05

Page 244—Paragraph 296, lines 2 to 3; read:
high, rounded, and prominent. A reef extends southward from the island.
(40/00 CG1) 27/05

Page 251—Paragraph 398, lines 4 to 7; read:
large area that uncovers at low water. A lighted gong buoy is just eastward of ...
(40/00 CG1; LL/05) 27/05

Page 251—Paragraph 403, line 3; read:
Northeast Point Light 2 (44°12'31"N., 69°02'47"W.), 20 feet above the ...
(35/02 CG1; LL/05) 27/05

Page 255—Paragraph 473, lines 3 to 4; read:
head up, setting a midchannel course ...
(46/00 CG1; LL/05) 27/05

Page 414—Paragraph 208, line 9; read:
located in or near the area covered by this Coast Pilot:
(WNG-543, Jonesboro, Maine (44°40'N., 67°35'W.), 162.450 MHz.
(DB 8897) 27/05

Page 414—Paragraph 211, line 2; read:
162.55 MHz.
WNG-574, Gloucester, Mass. (42°37'N., 70°40'W.), 162.450 MHz.
(DB 8897) 27/05

COAST PILOT 1 35 Ed 2005 Change No. 8

Page 5—Paragraph 47 to Page 6—Paragraph 125; read:

NOS annually computes and prepares manuscripts for the Tide and Tidal Current Prediction Tables. The printing from official NOS manuscripts and the distribution of the Tables to sales agents is done by two private printers. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses.) The role of NOS with regard to the publication of the Tables is that of maintaining and updating the tidal prediction database from domestic and international sources and generating the annual predictions and associated information. NOS Nautical Chart Sales Agents may obtain quantities of the Tables for resale to the public from the various private printers and distributors.

The titles of the NOS publications affected are:

Tide Tables -East Coast of North and South America including Greenland;

Tide Tables -West Coast of North and South America including the Hawaiian Islands;

Tide Tables -Central and Western Pacific Ocean and Indian Ocean;

Tide Tables -Europe and West Coast of Africa including the Mediterranean Sea;

Tidal Current Tables -Atlantic Coast of North America;

Tidal Current Tables -Pacific Coast of North America and Asia;

The Center for Operational Oceanographic Products and Services (CO-OPS) annually publishes the Tide and Tidal Current Prediction Tables on CD-ROM. This CD-ROM is for the use of professional printers creating book form products and is not suitable for general use. NOS will continue to provide tide and tidal current predictions and associated information on the various media and in the various formats with which regular customers are familiar.

In addition to the CD-ROM, limited tide predictions may be obtained from the CO-OPS web site **http://www.tidesandcurrents.noaa.gov**.

Requests for tide and tidal current predictions and associated information are welcomed and should be submitted in writing either by fax, e–mail, or letter. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses and fax number.)

The U.S. Coast Guard, through Federal regulation **33 CFR 164.33**, requires certain charts and publications be carried on board vessels of 1,600 gross tons and greater when traversing U.S. waters. NOS has been in contact with the U.S. Coast Guard concerning this regulation. Questions concerning this regulation should be addressed to Chief, Navigation Rules Branch, G-NVT-3, United States Coast Guard, Washington, D.C. 20593-0001, telephone (202) 267-0416; fax (202) 267-4826.

Questions or comments regarding the above subject or private printers and distributors wishing more information can be submitted by telephone, fax, e–mail, or letter (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix

COAST PILOT 1 (Continued)

for addresses and telephone numbers.)

Tidal observation data for some of the NOS tide stations and information about how to obtain other data are available on the CO-OPS web site **http://www.tidesandcurrents.noaa.gov**. Tidal observation data are also available in hard copy by mail, and in some instances, by fax.

Questions or comments regarding the above subject should by made by telephone, fax, e-mail or letter. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in appendix for addresses and telephone numbers.

NOS, in partnership with other agencies and institutions, has established a series of Physical Oceanographic Real Time Systems (PORTS®) in selected areas. These PORTS® sites provide constantly updated information on tidal and tidal current conditions, water temperature, and weather conditions. This information is updated every six minutes. The PORTS® sites currently in operation include: Tampa Bay, FL; San Francisco, CA; New York/New Jersey; Houston/Galveston, TX; Chesapeake Bay, VA, MD & DC; Narragansett Bay, RI; Los Angeles/Long Beach, CA; Soo Locks, MI; Delaware River/Bay, DE, NJ & PA; Tacoma, WA; Port of Anchorage, AK and New Haven, CT. The information is accessible through a computer data connection or by a toll-free voice access system at the following numbers:

TAMPA BAY
Voice access 1-866-827-6787 (1-866-TBPORTS)
Data 727-822-5931 (2400 baud, –8-1)
SAN FRANCISCO
Voice access 1-866-727-6787 (1-866-SBPORTS)
Data 707-642-4608 (2400 baud, –8-1)
NEW YORK/NEW JERSEY
Voice access 1-866-217-6787 (1-866-21PORTS)
HOUSTON/GALVESTON
Voice access 1-866-447-6787 (1-866-HGPORTS)
Data 713-672-9627 (9600 baud, –8-1)
CHESAPEAKE BAY
Voice access 1-866-247-6787 (1-866-CHPORTS)
NARRAGANSETT BAY
Voice access 1-866-757-6787 (1-866-75PORTS)
LOS ANGELES/LONG BEACH
Voice access (Not available)
SOO LOCKS
Voice access non toll-free 301-713-9596
DELAWARE RIVER/BAY
Voice access 1-866-307-6787 (1-866-30PORTS)
TACOMA
Voice access (Not available)
PORT OF ANCHORAGE
Voice access 1-866-257-6787 (1-866-AKPORTS)
NEW HAVEN
Voice access (Not available)

Questions or comments regarding the above subject or requests for additional information should be made by telephone, fax, e-mail or letter. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses and phone numbers.)

Voice access system for tidal information has not been installed at Tacoma, Washington. For information on this system contact:

Director
Pacific Marine Center
National Ocean Service
1801 Fairview Ave. East
Seattle, WA 98102-3767
TEL 206-553-2256
FAX 206-553-2246

(CL 698/05) 27/05

COAST PILOT 2 34 Ed 2005 Change No. 18
LAST NM 26/05

Page 81—Paragraph 1073; read:

(a) The draw of the S35 Bridge, at mile 0.0, at Morgan, South Amboy, New Jersey, shall operate as follows:

(1) From May 1 through October 31 from 7 a.m. to 8 p.m., the draw need only open on the hour. From 8 p.m. to 11 p.m. the draw shall open on signal. From 11 p.m. to 7 a.m. the draw shall open after at least a 4-hour advance notice is given by calling the number posted at the bridge.

(2) From November 1 through April 30 the draw shall open on signal after at least a 4-hour advance notice is given by calling the number posted at the bridge.

(CL 609/05; FR 4/20/05) 27/05

Page 217—Paragraph 29, lines 6 to 7; read:

entrance. In April 2004, the controlling depth through the entrance was 6.3 feet (7.9 feet at midchannel). The channel is marked by private ...

(BP 185086; CL 1809/04) 27/05

Page 312—Paragraph 267, line 5; read:

Avenue Bridge, 0.6 mile above the mouth. In 2000, the ...

(CL 2228/02) 27/05

COAST PILOT 2 34 Ed 2005 Change No. 19

Page 5—Paragraph 47 to Page 6—Paragraph 125; read:

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Tide Tables -Europe and West Coast of Africa

COAST PILOT 2 (Continued)

including the Mediterranean Sea;

Tidal Current Tables -Atlantic Coast of North America;

Tidal Current Tables -Pacific Coast of North America and Asia;

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NARRAGANSETT BAY
Voice access 1-866-757-6787 (1-866-75PORTS)
LOS ANGELES/LONG BEACH
Voice access (Not available)
SOO LOCKS
Voice access non toll-free 301-713-9596
DELAWARE RIVER/BAY
Voice access 1-866-307-6787 (1-866-30PORTS)
TACOMA
Voice access (Not available)
PORT OF ANCHORAGE
Voice access 1-866-257-6787 (1-866-AKPORTS)
NEW HAVEN
Voice access (Not available)

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Voice access system for tidal information has not been installed at Tacoma, Washington. For information on this system contact:

Director
Pacific Marine Center
National Ocean Service
1801 Fairview Ave. East
Seattle, WA 98102-3767
TEL 206-553-2256
FAX 206-553-2246

(CL 698/05) 27/05

COAST PILOT 4 36 Ed 2004 Change No. 6
LAST NM 26/05

Page 184—Paragraph 3120; read:

(c) *Approaching right whales* -
(CL 66/05: FR 01/11/05) 27/05

Page 185—Paragraph 3133, line 15 to Paragraph 3134; read:

§222.102, definition of “Office of Protected Resources”).

§226.203 Critical habitat for Northern Right Whales.

Northern Right Whale (*Eubalaena glacialis*)
(CL 66/05; FR 1/11/05) 27/05

COAST PILOT 4 (Continued)

Page 312—Paragraph 75, lines 5 to 6; read:
frequently shifted in position. In 2005, shoaling across the channel to a depth of 3 feet was reported between Buoys 3 and 4. Caution is advised when navigating the area. An unmarked fish ...
(49/04 CG5) 27/05

Page 359—Paragraph 88, lines 15 to 17; read:
River by way unmarked **Bull Creek**. The tides meet in ...
(CL 1518/04) 27/05

COAST PILOT 4 36 Ed 2004 Change No. 16

Page 5—Paragraph 47 to Page 6—Paragraph 125; read:

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SAN FRANCISCO
Voice access 1-866-727-6787 (1-866-SBPORTS)
Data 707-642-4608 (2400 baud, –8-1)
NEW YORK/NEW JERSEY
Voice access 1-866-217-6787 (1-866-21PORTS)
HOUSTON/GALVESTON
Voice access 1-866-447-6787 (1-866-HGPORTS)
Data 713-672-9627 (9600 baud, –8-1)
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NARRAGANSETT BAY
Voice access 1-866-757-6787 (1-866-75PORTS)
LOS ANGELES/LONG BEACH
Voice access (Not available)
SOO LOCKS
Voice access non toll-free 301-713-9596
DELAWARE RIVER/BAY
Voice access 1-866-307-6787 (1-866-30PORTS)
TACOMA

COAST PILOT 4 (Continued)

Voice access (Not available)
PORT OF ANCHORAGE
Voice access 1-866-257-6787 (1-866-AKPORTS)
NEW HAVEN
Voice access (Not available)

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Voice access system for tidal information has not been installed at Tacoma, Washington. For information on this system contact:

Director
Pacific Marine Center
National Ocean Service
1801 Fairview Ave. East
Seattle, WA 98102-3767
TEL 206-553-2256
FAX 206-553-2246

(CL 698/05) 27/05

COAST PILOT 5 33 Ed 2005 NEW EDITION
(NOS) 27/05

COAST PILOT 7 37 Ed 2005 Change No. 15
LAST NM 26/05

Page 173—Paragraph 2816, line 2; read:
authority for this section includes 33 U.S.C. 1226.

§165.1156 Safety Zone; Offshore Marine Terminal, El Segundo, CA.

(a) *Location*. The following area is a safety zone: All waters of Santa Monica Bay, from surface to bottom, enclosed by a line beginning at

33° 54'59"N., 118° 26'50"W.; then to
33° 54'59"N., 118° 27'34"W.; then to
33° 54'00"N., 118° 27'34"W.; then to
33° 54'00"N., 118° 26'50"W; then to the point of beginning (NAD 1983).

(b) *Regulations*. (1) In accordance with the general regulations in §165.23 of this part, entry into or movement within this zone is prohibited except for:

(i) Commercial vessels authorized to use the offshore marine terminal for loading or unloading;

(ii) Commercial tugs, lighters, barges, launches, or other vessels authorized to engage in servicing the offshore marine terminal or vessels therein;

(iii) Public vessels of the United States.

(2) Persons desiring to transit the area of the safety zone may contact the Captain of the Port at telephone number 1-800-221-8724 or on VHF-FM channel 16 (156.8 MHz). If permission is granted, all persons and vessels must comply with the instructions of the Captain of the Port or his or her designated representative.

(3) Nothing in this section shall be construed as relieving the owner or person in charge of any vessel from complying with the Navigation Rules as defined in 33 CFR chapter 1, subchapters D and E and safe navigation practice.

(FR 5/27/05) 27/05

COAST PILOT 7 37 Ed 2005 Change No. 16

Page 323—Paragraph 6, line 3; read:
Approach Lighted Whistle Buoy SF:
(LL/04; 20/04 CG11) 27/05

Page 329—Paragraph 84, line 1; read:
San Francisco Approach Lighted Whistle Buoy SF ...
(LL/04; 20/04 CG11) 27/05

Page 335—Paragraph 232, line 6; read:
Lighted Whistle Buoy SF are described in some detail in ...
(LL/04; 20/04 CG11) 27/05

Page 338—Paragraph 264, line 11; read:
Francisco Approach Lighted Whistle Buoy SF, or, in foul ...
(LL/04; 20/04 CG11) 27/05

Page 338—Paragraph 264, line 19; read:
Whistle Buoy SF:
(LL/04; 20/04 CG11) 27/05

Page 339—Paragraph 268, line 3; read:
Francisco Approach Lighted Whistle Buoy SF) is an area with a ...
(LL/04; 20/04 CG11) 27/05

Page 339—Paragraph 269, line 3; read:
Whistle Buoy SF.

Coast Guard

Golden Gate Coast Guard Station is about 0.4 mile NNE of the bridge at the entrance to Horseshoe Bay.

State regulations

Tank Vessel Escort Regulations have been established by the State of California for San Francisco, San Pablo, and Suisun Bays. Tank vessel masters, owners, and operators are expected to be familiar and in compliance with the regulations. Failure to be in compliance may result in unsafe transit delays, and fines. The regulations can be found on the internet at **www.dfg.ca.gov**, or may be obtained by calling the California Office of Spill Prevention and Response 24-hour Communications Center at 916-445-0045. Tank vessel masters should contact their agent or vessel manager/owner for additional information. The San Francisco Marine Exchange may also be able to provide mariners with additional information and can be contacted at 915-441-6600.

(NOS/05 ; LL/04; 20/04 CG11) 27/05

COAST PILOT 7 37 Ed 2005 Change No. 17

Page 334—Paragraphs 224 to 225; read:
Traffic Separation Scheme

COAST PILOT 7 (Continued)

Traffic Separation Scheme San Francisco has been established off the entrance to San Francisco Bay. (See chart 18645.) The scheme is composed of **directed traffic areas** each with one-way inbound and outbound **traffic lanes** separated by defined **separation zones; a precautionary area;** and a **pilot boat cruising area.** The Scheme is recommended for use by vessels approaching or departing San Francisco Bay, but is not necessarily intended for tugs, tows, or other small vessels which traditionally operate outside of the usual steamer lanes or close inshore.

The Traffic Separation Scheme has been designed to aid in the prevention of collisions at the approaches to major harbors, but is not intended in any way to supersede or alter the applicable Navigation Rules. Separation zones are intended to separate inbound and outbound traffic lanes and to be free of ship traffic, and should not be used except for crossing purposes. Mariners should use extreme caution when crossing traffic lanes and separation zones. (See Traffic Separation Schemes, chapter 1, for additional information.)

When not calling at San Francisco mariners are urged to sail direct between Point Arguello and Point Arena so as to pass the San Francisco Bay area to the W of the Farallon Islands and clear of the San Francisco Traffic Separation Scheme. In this manner through coastwise traffic will avoid crossing the directed traffic areas and/or precautionary area.

The **precautionary area** off the entrance to San Francisco Bay is inscribed by a circle with a radius of 6 miles centered on San Francisco Approach Lighted Whistle Buoy SF (37°45.0'N., 122°41.6'W.) with the traffic lanes fanning out from its periphery. The W half of the circle has depths of 15 to 30 fathoms, the E half has lesser depths of 4 to 21 fathoms. Extreme caution must be exercised in navigating within the precautionary area inasmuch as both incoming and outgoing vessels use the area in making the transition between San Francisco Main Ship Channel and one of the established directed traffic areas as well as maneuvering to embark and disembark pilots. It is recommended that all vessels in the precautionary area guard VHF-FM channels 13 and 14.

A circular area to be avoided, with a 0.5 mile radius centered on the San Francisco Approach Lighted Whistle Buoy SF, has been established in the precautionary area of the San Francisco Traffic Separation Scheme. This zone has been established for the protection of the lighted whistle buoy.

Mariners are cautioned that San Francisco Approach Lighted Whistle Buoy SF cannot be safely used as a leading mark to be passed close aboard, and are requested to stay outside that area.

The **pilot boat cruising area** is about 1 mile NE of the San Francisco Approach Lighted Whistle Buoy SF. (See pilotage for San Francisco Bay, this chapter.)

Northern Traffic Lanes:

Traffic Lane, Inbound

The N approach to San Francisco is between Point Reyes and the Farallon Islands through the N inbound traffic lane that tapers from 1.7 miles to 1 mile wide in its length of about 15.4 miles. Entering the traffic lane at a point in about 37°55.0'N., 123°05.2'W., a course of **120º** follows the centerline of the traffic lane to the junction with the precautionary area; thence an ESE course for about 7 miles leads to the pilot boat cruising area. The least known depth in the traffic lane is 29 fathoms.

Traffic Lane, Outbound

The N exit from San Francisco Bay by outbound vessels is 6 miles, 312° from the San Francisco Approach Lighted Whistle Buoy SF through the N outbound traffic lane that expands from 1 mile to 1.7 miles wide in its length of about 15.4 miles. A course of **305º** follows the centerline of the traffic lane to its end; thence steer usual courses to destination. Least known depth in the traffic lane is 25 fathoms.

Separation Zone

The N separation zone between the inbound and outbound traffic lanes tapers from 1.7 miles wide at its outer end to 1 mile wide at its junction with the precautionary area and is centered on a line bearing **302½º** and passing through San Francisco Approach Lighted Whistle Buoy SF and San Francisco Northern Traffic Lane Lighted Bell Buoy N (37°48.2'N., 122°47.9'W.).

Western Traffic Lanes:

Traffic Lane, Inbound

The SW approach to San Francisco Bay is SE of the Southeast Farallon Island through the main inbound traffic lane which tapers from 1.7 miles to 1 mile wide in its length of about 9.4 miles. Entering at a point in about 37°35.8'N., 122°56.9'W., a course of **058½º** follows the centerline of the traffic lane to the junction with the precautionary area; thence a NE course for about 6.7 miles leads to the pilot boat cruising area. The least known depth in the traffic lane is 28 fathoms, except for the charted wreck 6.7 miles **226º** from San Francisco Approach Lighted Whistle Buoy SF which has a minimum depth of at least 9 fathoms.

Traffic Lane, Outbound

The SW exit from San Francisco Bay by outbound vessels is 6 miles, 244° from the San Francisco Approach Lighted Whistle Buoy SF through the main outbound traffic lane that expands from 1 mile to 1.7 miles wide in its length of about 8.8 miles. A course of **247º** follows the centerline of the traffic lane to its end; thence steer usual courses to destination. The least known depth in the traffic lane is 29 fathoms.

Separation Zone

The main separation zone between the inbound and outbound traffic lanes tapers from 1.7 miles wide at its outer end to 1 mile wide at its junction with the precautionary area and is centered on a line bearing 242½° from San Francisco Main Traffic Lane Lighted Gong Buoy W (37°41.5'N., 122°47.7'W.).

Southern Traffic Lanes:

Traffic Lane, Inbound

The S approach to San Francisco Bay is through the 1-

COAST PILOT 7 (Continued)

mile wide Southern Traffic Lane (Inbound) that has a length of about 12 miles. Entering at a point in about 37°27.0'N., 122°39.5'W., a **000º** course follows the centerline of the traffic lane to the junction with the precautionary area; thence a NNW course for about 6 miles leads to the pilot boat cruising area. Least known depth in the traffic lane is about 21 fathoms.

Traffic Lane, Outbound

The S exit from San Francisco Bay for outbound vessels is about 6 miles **195º** from the San Francisco Approach Lighted Whistle Buoy SF through the 1-mile wide Southern Traffic Lane (Outbound) that has a length of about 12 miles. A course of **180º** follows the centerline of the traffic lane to its end. Least known depth in the traffic lane is about 25 fathoms.

Separation Zone

The S separation zone between the inbound and outbound traffic lanes is about 2 miles wide and 12 miles long, centered on a line bearing **000º** from San Francisco South Traffic Lane Lighted Bell Buoy S (37°39'00"N., 122°41'42"W.).

An additional **Traffic Separation Scheme** has been established through the Main Ship Channel and Golden Gate into San Francisco Bay. The scheme consists of one-way **traffic lanes** separated by a **separation line** and, after entry into San Francisco Bay, includes a **precautionary area**, a **regulated navigation area**, and **recreation areas**. For purposes of INTERNATIONAL NAVIGATION Rule 10, this scheme has been adopted by IMO seaward of the demarcation line. (See Traffic Separation Schemes, chapter 1, for additional information).

Vessel Traffic Service

Vessel Traffic Service San Francisco serves San Francisco Bay, its seaward approaches and its tributaries as far inland as Stockton and Sacramento. Participation is mandatory for certain vessels within navigable waters of the United States. (See **161.1 through 161.23 and 161.50**, chapter 2, for limits and regulations.)

The purpose of the San Francisco Vessel Traffic Service (VTS) is to coordinate the safe, secure, and efficient transit of vessels in San Francisco Bay including its approaches and tributaries in an effort to prevent accidents with the possible associated loss of life, damage to property and the environment. VTS also fully supports Coast Guard and other public service missions through its unique communications and surveillance capabilities. The Vessel Traffic Center (VTC), located on Yerba Buena Island in San Francisco, is staffed 24 hours a day, seven days a week by Coast Guard personnel.

The VTS uses radar, closed-circuit television and VHF-FM radiotelephone to gather information, and uses VHF-FM radiotelephone to disseminate information. Information provided by the VTS is mostly generated from vessel reports; this information can therefore be no more accurate than the reports received from mariners coupled with the ability of VTS equipment to verify those reports. The VTS may not have first hand knowledge of hazardous circumstances existing in the VTS area. Unreported hazards may still confront mariners at any time. This service does not in any way supersede or alter applicable Navigation Rules. The owner, operator, charterer, master, or person directing the movement of the vessel remains at all times responsible for the manner in which the vessel is operated and maneuvered, and is responsible for the safe navigation of the vessel under all circumstances.

The VTS maintains a continuous radiotelephone watch on VHF-FM channels 12, 13, 14, and 16. The VTS is also equipped to communicate on all VHF-FM radiotelephone channels. The radio call sign is “San Francisco Vessel Traffic Service.” After communications have been established, the abbreviated call sign “Traffic” may be used. Mariners may also contact VTS by cellular or land-line telephone at (415) 556-2760.

The VTS area is divided into two sectors: offshore and inshore. The **Offshore Sector** consists of the ocean waters within a 38 nautical mile radius of Mount Tamalpais (37°55.8'N., 122°34.6'W.) excluding the San Francisco Offshore Precautionary Area. (The San Francisco Offshore Precautionary Area is the area within a six-mile radius of the San Francisco Approach Lighted Whistle Buoy SF.) Channel 12 VHF-FM is the designated working frequency for the Offshore Sector. At minute 15 and minute 45 of each hour, VTS makes broadcasts giving the positions, courses, and speeds of participating vessels in the sector.

The **Inshore Sector** consists of the waters of the San Francisco Offshore Precautionary Area eastward to San Francisco Bay and its tributaries extending inland to the ports of Stockton, Sacramento, and Redwood City. VHF-FM Channel 14 is the designated working frequency for the Inshore Sector.

Reporting points for the San Francisco VTS area are as follows:

Offshore Sector:

- the “N”, “W”, “S” buoys marking the entrance to the Traffic Separation Scheme lane to be used
- the seaward end of the Traffic Separation Scheme lane used
- the outer limit of the Offshore Sector 38 nautical miles from Mount Tamalpas.

(These points are given as for an outbound transit; inbound vessels use the same points in reverse order.)

Inshore Sector:

- Pilot Area/Point of Entry into VTS area
- San Mateo Bridge
- Redwood Creek Entrance Light 2
- Dumbarton Bridge
- Richmond-San Rafael Bridge
- “E” buoy in San Pablo Bay
- Petaluma Channel Daybeacons 1, 2, and 19
- Mare Island Strait Light 1 (when inbound/outbound Mare Island Strait)
- Mare Island Causeway Bridge
- Carquinez Bridge
- Southern Pacific Railroad Bridge
- Naval Weapons Station Concord (Port Chicago)
- New York Point

COAST PILOT 7 (Continued)

- Antioch Bridge
- Prisoners Point
- Rio Vista Bridge
- Sacramento Deep Water Channel Lights 51 and 65
- when secured at the destination or when departing the VTS area

For detailed information about the VTS, go to the Coast Guard's VTS website at **www.uscg.mil/d11/vtssf**. The site contains links to the Users Manual, Communications Guide, Regulated Navigation Areas, and other information particularly useful to commercial and recreational mariners. Vessels operating within the VTS Area defined as VTS Users are reminded of the requirement to carry a copy of the National VTS Regulations aboard their vessel and are recommended to carry a copy of the San Francisco VTS User's Manual.

Routes

The routes for approaching San Francisco Bay are described in chapter 3 and at the beginning of this chapter under San Francisco Traffic Separation Scheme.

Taking care to avoid the circular 0.5-mile-radius area centered on San Francisco Approach Lighted Whistle Buoy SF, steer a course to enter the charted eastbound San Francisco Bay traffic lane. The recommended route for outbound vessels is via the charted westbound San Francisco Bay traffic lane to the precautionary area of the San Francisco Traffic Separation Scheme.

Vessels with a draft of 45 feet or greater bound for the deepwater anchorages S of the San Francisco-Oakland Bay Bridge or N to San Pablo Bay and Carquinez Strait should use the charted **Deep Water Route** E of the Golden Gate Bridge. Vessels intending to use the Deep Water Route should notify San Francisco Traffic before passing Mile Rocks. Deep draft vessels will neither meet nor overtake in the Deep Water Route. Deep draft vessels bound for Anchorage 9, S of San Francisco-Oakland Bay Bridge, should pass E of Blossom Rock then through the C-D or D-E spans of the bridge.

From the Golden Gate Bridge, vessels with drafts less than 45 feet bound for San Pablo Bay and Carquinez Strait set a course to follow the charted Traffic Separation Scheme to the precautionary area E of Alcatraz Island, thence N through the charted Traffic Separation Scheme to San Pablo Bay and Carquinez Strait.

Mariners are cautioned that the traffic lanes between Angel Island and North Point are frequently crossed by tugs with barges, and self-propelled dredges. These vessels normally transit to and from the dumping ground S of Alcatraz Island.

(LL/05; NOS 18645; NOS 18680; NOS/05 VTS Manual/04; LL/04; 20/04 CG11) 27/05

COAST PILOT 7 37 Ed 2005 Change No. 18

Page 93—Paragraph 930, line 14; read:

1500 feet northwest of the centerline of said pier.

(3) *Avalon Bay.* (i) *Anchorage A.* The waters within an area described as follows: A circle of 1350 feet radius centered at 33°20'59.0"N., 118°18'56.2"W.

(ii) *Anchorage B.* The waters within an area described as follows: A circle of 1350 feet radius centered at 33°20'38.3"N., 118°18'35.8"W.

(iii) *Anchorage C.* The waters within an area described as follows: A circle of 1350 feet radius centered at 33°21'21.0"N., 118°19'16.7"W.

(CL 700/05; FR 5/18/05) 27/05

Page 93—Paragraph 936, line 6; read:

to lights, fog signals, or for otherwise violating law.

(6) The Avalon Bay anchorage is reserved for large passenger vessels of over 1600 gross tons, unless otherwise authorized by the Captain of the Port Los Angeles-Long Beach.

(CL 700/05; FR 5/18/05) 27/05

Page 296—Paragraph 62, line 1 to Paragraph 63; read:

NOAA weather radio channel 1.

A **small-craft anchorage** is in Descanso Bay, just N of Casino Point. Three **anchorage areas**, used for large passenger vessels, are just outside Avalon Bay. (See **33 CFR 110.1 and 110.216**, chapter 2, for limits and regulations.) In 1978, it was reported that the holding ground was poor, and that heavy concentrations of kelp made anchoring difficult in the Descano Bay anchorage.

(CL 700/05; FR 5/18/05) 27/05

Page 400—Paragraph 7, lines 1 to 5; read:

In March 2005, the controlling depth was 7 feet in the entrance channel to the turning basin, thence depths of 7 to 13 feet were available in the basin; the entrance to the SE basin had a controlling depth of 5 feet and the barge slip had depths of 5 to 9 feet. An overhead power cable crossing the river ...

(BP 185942) 27/05

COAST PILOT 9 22 Ed 2004 Change No. 26
LAST NM 26/05

Page 5—Paragraph 47 to Page 6—Paragraph 125; read:

NOS annually computes and prepares manuscripts for the Tide and Tidal Current Prediction Tables. The printing from official NOS manuscripts and the distribution of the Tables to sales agents is done by two private printers. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses.) The role of NOS with regard to the publication of the Tables is that of maintaining and updating the tidal prediction database from domestic and international sources and generating the annual predictions and associated information. NOS Nautical Chart Sales Agents may obtain quantities of the Tables for resale to the public from the various private printers and distributors.

The titles of the NOS publications affected are:

Tide Tables -East Coast of North and South America including Greenland;

Tide Tables -West Coast of North and South America including the Hawaiian Islands;

Tide Tables -Central and Western Pacific Ocean and Indian Ocean;

Tide Tables -Europe and West Coast of Africa

COAST PILOT 9 (Continued)

including the Mediterranean Sea;

Tidal Current Tables -Atlantic Coast of North America;

Tidal Current Tables -Pacific Coast of North America and Asia;

The Center for Operational Oceanographic Products and Services (CO-OPS) annually publishes the Tide and Tidal Current Prediction Tables on CD-ROM. This CD-ROM is for the use of professional printers creating book form products and is not suitable for general use. NOS will continue to provide tide and tidal current predictions and associated information on the various media and in the various formats with which regular customers are familiar.

In addition to the CD-ROM, limited tide predictions may be obtained from the CO-OPS web site **http://www.tidesandcurrents.noaa.gov**.

Requests for tide and tidal current predictions and associated information are welcomed and should be submitted in writing either by fax, e–mail, or letter. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses and fax number.)

The U.S. Coast Guard, through Federal regulation **33 CFR 164.33**, requires certain charts and publications be carried on board vessels of 1,600 gross tons and greater when traversing U.S. waters. NOS has been in contact with the U.S. Coast Guard concerning this regulation. Questions concerning this regulation should be addressed to Chief, Navigation Rules Branch, G-NVT-3, United States Coast Guard, Washington, D.C. 20593-0001, telephone (202) 267-0416; fax (202) 267-4826.

Questions or comments regarding the above subject or private printers and distributors wishing more information can be submitted by telephone, fax, e–mail, or letter (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses and telephone numbers.)

Tidal observation data for some of the NOS tide stations and information about how to obtain other data are available on the CO-OPS web site **http://www.tidesandcurrents.noaa.gov**. Tidal observation data are also available in hard copy by mail, and in some instances, by fax.

Questions or comments regarding the above subject should by made by telephone, fax, e-mail or letter. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in appendix for addresses and telephone numbers.

NOS, in partnership with other agencies and institutions, has established a series of Physical Oceanographic Real Time Systems (PORTS®) in selected areas. These PORTS® sites provide constantly updated information on tidal and tidal current conditions, water temperature, and weather conditions. This information is updated every six minutes. The PORTS® sites currently in operation include: Tampa Bay, FL; San Francisco, CA; New York/New Jersey; Houston/Galveston, TX; Chesapeake Bay, VA, MD & DC; Narragansett Bay, RI; Los Angeles/Long Beach, CA; Soo Locks, MI; Delaware River/Bay, DE, NJ & PA; Tacoma, WA; Port of Anchorage, AK and New Haven, CT. The information is accessible through a computer data connection or by a toll-free voice access system at the following numbers:

TAMPA BAY
Voice access 1-866-827-6787 (1-866-TBPORTS)
Data 727-822-5931 (2400 baud, –8-1)
SAN FRANCISCO
Voice access 1-866-727-6787 (1-866-SBPORTS)
Data 707-642-4608 (2400 baud, –8-1)
NEW YORK/NEW JERSEY
Voice access 1-866-217-6787 (1-866-21PORTS)
HOUSTON/GALVESTON
Voice access 1-866-447-6787 (1-866-HGPORTS)
Data 713-672-9627 (9600 baud, –8-1)
CHESAPEAKE BAY
Voice access 1-866-247-6787 (1-866-CHPORTS)
NARRAGANSETT BAY
Voice access 1-866-757-6787 (1-866-75PORTS)
LOS ANGELES/LONG BEACH
Voice access (Not available)
SOO LOCKS
Voice access non toll-free 301-713-9596
DELAWARE RIVER/BAY
Voice access 1-866-307-6787 (1-866-30PORTS)
TACOMA
Voice access (Not available)
PORT OF ANCHORAGE
Voice access 1-866-257-6787 (1-866-AKPORTS)
NEW HAVEN
Voice access (Not available)

Questions or comments regarding the above subject or requests for additional information should be made by telephone, fax, e-mail or letter. (See National Ocean Service Center for Operational Oceanographic Products and Services, indexed as such, in Appendix for addresses and phone numbers.)

Voice access system for tidal information has not been installed at Tacoma, Washington. For information on this system contact:

Director
Pacific Marine Center
National Ocean Service
1801 Fairview Ave. East
Seattle, WA 98102-3767
TEL 206-553-2256
FAX 206-553-2246

(CL 698/05) 27/05

COAST PILOT 9 22 Ed 2004 Change No. 27

Page 176—Paragraph 661, lines 4 to 9; read:

side, to 0.7 mile to the southwest and to 0.5 mile to the northwest. A kelp bed extends from Latouche Island to Danger Island. Passage between the two islands should not be attempted.

(H 11168) 27/05

Page 176—Paragraph 671, lines 3 to 11; read:

entrance bar, with depths of 3.3 to 9.0 fathoms, has sometimes been crossed by large vessels proceeding W from Latouche. The recommended route, however is by way of Erlington Passage and the N part of Latouche Passage.

COAST PILOT 9 (Continued)

Numerous submerged rocks and shoals with depths from 3.0 to 4.4 fathoms are about 1 mile N of Danger Island in 59°56'39"N., 148°05'25"W. to about 2 miles S of Point Erlington in 59°54'10"N., 148°14'22"W.
(H 11166; H 11167; H 11168) 27/05

Page 177—Paragraph 687, line 2; read:
convenient anchorage in 14 to 17 fathoms, hard bottom ...
(H 11167) 27/05

Page 177—Paragraph 688, lines 2 to 3; read:
rock covered 1.9 fathoms in 59°57'40"N., 148°12'36"W. and about 300 yards off the S shore. Anchorage can be ...
(H 11167) 27/05

Page 304—Paragraph 163, lines 8 to 10; read:
between Lighthouse Rocks and Chirikof Island.
(H 11063) 27/05